

Frequently Asked Questions:

What are some examples of byways using a corridor management plan (CMP) to address the protection of trees?

Some byway planning efforts have included vegetation management plans in their CMP that describe recommendations and intentions to work cooperatively with agencies and landowners.

One example includes Minnesota's Gunflint Trail Scenic Byway

(<http://www.gunflint-trail.com/wp-content/uploads/2010/04/Vegetation-Management-Plan-.pdf>).

The byway committee summarized the vegetation management plan stating, "With an open mind, a willingness to learn and adapt, and a commitment from all stakeholders within the byway corridor to work together, it may be possible to maintain and enhance the naturally forested condition of the scenic byway corridor..."

It is important to note, however, that a CMP is not a regulatory document and cannot dictate policy for any federal, state or local government management agencies. Nor can it infringe upon private property rights. Rather, the collaborative work of the CMP is designed to involve all parties and landowners within the byway corridor to work together to enhance, protect and/or restore the features that represent the byway's intrinsic qualities. The final CMP then provides the documentation of those collaborative intentions.

What kind of byway safety tactic and information can you provide?

During the Corridor Management Plan workshops we will discuss highway safety issues and suggestions for improvement. The Corridor Management Plan will include this information as well as a list of safety implementation items. A completed plan which addresses safety issues and includes in the list of implementation items specific safety improvement actions is an important factor in successfully competing for grants and other funding sources.

What are some examples of grant opportunities to improve byway safety?

The Federal Highways Administration makes grants to States and Indian tribes to implement projects on highways designated as National Scenic Byways, All-American Roads, or as State or Indian tribe scenic byways in eight categories including safety. Grant applications for safety improvements to a State scenic byway, Indian tribe scenic byway, National Scenic Byway, or All-American Road are accepted to the extent that the improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway as a result of the designation (U.S.C. 162(c)(3)).

Other grant opportunities to improve highway safety include:

- California Highway Safety Improvement Program (HSIP) funds are used to address infrastructure-related highway safety improvements on any publicly-owned roadway or bicycle/pedestrian pathway or trail.
- State Transportation Improvement Program (STIP) funds are used to complete road improvement or rehabilitation projects including upgrading guardrail or widening shoulders.
- Many more grant opportunities can be found at www.grants.gov

What byway demographic data can you provide?

Identifying the target visitor audience and potential visitor demographics specific to the Palms to Pines Scenic Byway will be something to consider during the corridor management planning process.

A 2000 University of Michigan study found the scenic byway traveler is generally older than 30 years of age, is in the midst of a long distance loop-trip, will be either camping or staying in a hotel, and has planned the trip well in advance (U of M Transportation Research Institute 2000).

Although the data is not specific to National Forest Scenic Byways, National Forest National Visitor Use Monitoring (NVUM) data provides some demographic data of the typical National Forest visitor:

- Just over one-third of the visits to National Forests and Wilderness areas are made by females. Nearly nineteen percent of National Forest visits are children under the age of 16. About a quarter of all visits are made in groups that include children.
- Twenty-four percent of those surveyed listed driving for pleasure as a recreation activity and 4.5 percent listed it as their primary recreation activity (USDA NUVN National Summary 2009).

What are the consequences of National Scenic Byway designation on such things as traffic volume (including through traffic vs. stop/stay traffic), vehicle type, safety, the impacts to EMS, changes in community livability, and private property trespass?

At this point in time, there are not any national or state level data that summarize or average the impact of national designation. The Byway Resource Center has recently developed an Economic Impact Tool, but it will be several years before enough information has been entered to yield any results that could be generally applied to describe potential outcomes of designation.

In general terms, the impacts of designation will depend on what an individual byway organization does prior to and after their byway is designated. Designation alone only results in a listing and description on the www.bywaysonline.org website and in travel books such as the National Geographic Guide to Scenic Highways and Byways and the Mobil Travel Guide Series.

The more important aspect of designation as a National Scenic Byway is what it may inspire at the local level. Ideally, the relationships built during the CMP process between local communities and land management agencies provide a blueprint for managing and promoting the byway corridor together as each community desires. A finished CMP can describe a collaboratively developed design for enhancing or maintaining community livability and sustainable recreation. A robust CMP effort ties in with FHWA's Community Livability Initiative "by building partnerships to help identify... safety and operational improvements, while creating a long-term vision and phased implementation plan for a corridor, transportation system, or region."

More information on the Federal Highways Administration's Community Livability Initiative can be found at <http://www.fhwa.dot.gov/livability/>

Ebbetts Pass National Scenic Byway (State Route 4) was designated a National Scenic Byway in 2005. The local byway committee has actively advertised and promoted the byway since that time (<http://www.scenic4.org/>). Comparing the average daily traffic counts from 2001 and 2009, there appear to be moderate increases in traffic at both ends of the route, possibly indicating an increase in visitors to destinations such as Big Tree State Park and Lake Alpine. However, the data show a decrease in traffic travelling the through route despite National Scenic Byway designation and increased advertising as a route destination (see Table 1). Note, though, that these data are standardized Caltrans traffic counts and are not specifically linked to National Scenic Byway designation (<http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/>) so this interpretation is limited in application.

Table 1. Caltrans Average Annual Daily Traffic (AADT) Counts on State Route 4

Caltrans District	County	Milepost	Description	2001 AADT	2009 AADT	% Change
10	Calaveras	41.52	WHITE PINES RD	6,300	7,600	17%
10	Calaveras	42.62	MORAN RD EAST JUNCTION	3,000	3,650	18%
10	Calaveras	44.497	BIG TREES STATE PARK	2,850	2,900	2%
10	Calaveras	47.14	DORRINGTON	2,050	1,850	-10%
10	Calaveras	49.57	MEKO DR	1,750	1,650	-6%
10	Calaveras	62.84	BIG MEADOWS	1,450	1,150	-21%
10	Calaveras	65.865	CALAVERAS/ALPINE COUNTY LINE			
10	Alpine	0	CALAVERAS/ALPINE COUNTY LINE	1,250	1,300	4%
10	Alpine	2.896	MOUNT REBA RD	950	1,250	24%
10	Alpine	3.89	LAKE ALPINE	840	970	13%
10	Alpine	18.556	EBBETTS PASS SUMMIT (ELEV. 8730 FEET)	430	500	14%
10	Alpine	31.677	BULLION, JCT. RTE. 89	(no data until 2009)	16,250	

What is the ratio of national nominations to designations?

In 2009 (the most recent year of designation), 63 byways were nominated for National Scenic Byway or All-American Road status. Of those, 42 byways were designated. It is important to clarify that thus far, there has not been a specific quota process for national designation. Those nominated byways that met the criteria for national designation were designated.

However, this may be changing. There are 150 nationally designated routes in the America's Byways collection. Federal Highways Administration officials have begun to examine the program and question how many byways should ultimately be included in the program. There is a possibility that future nomination cycles may limit the number of byways receiving national designation.

What are some other examples of byways with differing community desires in pursuing national byway nomination?

The key point in considering segmenting a byway is determining how it will impact the visitor experience. Will visitor experience significantly change along the potential separate segments of the route? Some byways have successfully modeled this approach. In Arizona, Historic Route 66 is no longer a continuous stretch of road, and travel on the adjacent interstate is necessary to access all the segments of the byway. (The corridor management plan (CMP) for Arizona's Historic Route 66 can be found at:

http://www.azdot.gov/Highways/SWProjMgmt/enhancement_scenic/scenicroads/PDF/cmp_route_66.pdf

Other byway planning organizations also are working through issues of differing community desires in their CMP process. The Sandhills Journey State Scenic Byway in Nebraska is considering possible segmentation because of varying levels of community support while preparing a nomination package for national designation (<http://www.sandhillsjourney.com/>).

What specifically can be gained by national designation for the communities that live here in light of current designations (state and forest designations)? Can it provide increased protections of what we enjoy?

National Scenic Byway designation is a recognition program, not a regulatory program. As it is currently legislated, a CMP and national designation will not override any other agency policy (Caltrans, Forest Service, BLM, etc.).

Some communities pursue designation because they are proud of their area and want to share their story and want to attract the visitor they desire.

In addition, few state and forest designations bring any funding opportunities. The national scenic byway program is the only program that has grant funding opportunities available to assist in implementing CMP actions. The funds help communities achieve the vision and implementation items laid out in their CMPs. A completed CMP and national designation may also provide a byway organization or local government entity with a competitive advantage in securing additional transportation funding or other external support.

Will this CMP affect individual private properties? Will the CMP affect approvals or permits for future new home development on vacant properties? Or will the CMP affect remodels or additions to private properties within the Palms to Pines Scenic Byway Corridor?

The Corridor Management Plan (CMP) itself is not a regulatory document and does not affect the management of any lands (federal, state, county or private) along the byway corridor.

A CMP primarily documents the intrinsic features and common vision that the communities along the scenic byway route have identified as important. It will also document existing land management direction/regulation for protection of these intrinsic features. For example, land jurisdiction along the Palms to Pines Scenic Byway corridor includes Forest Service, Bureau of

Land Management (BLM), Tribal, California State Parks, Riverside County and private ownership. The Forest Service and BLM have specific land management plan direction for visual quality, etc. on lands under their jurisdiction that will be listed in the CMP.

As California State Scenic Highways, land use along the byway corridors of SR 74 and SR 243 is regulated under the corridor protection plan adopted by Riverside County in 1971. California legislative requirements for corridor protection include regulation of land use and density of development (i.e., density classifications and types of allowable land uses); detailed land and site planning (i.e., permit or design review authority and regulations for the review of proposed developments); control of outdoor advertising (i.e., prohibition of off-premise advertising signs and control of on-premise advertising signs); careful attention to and control of earthmoving and landscaping (i.e., grading ordinances, grading permit requirements, design review authority, landscaping and vegetation requirements); and the design and appearance of structures and equipment (i.e., design review authority and regulations for the placement of utility structures, microwave receptors, wireless communication towers, etc.). If the byway communities chose to pursue National Scenic Byway Designation, no additional regulatory protection would be required as California's standards meet or exceed national standards. (For more information on the California State Scenic Highway program visit:

http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm)

Are there additional taxes or special assessments associated with a scenic byway designation or a completed CMP?

There are currently no special assessments or local taxes for the existing State Scenic Byway designation. Likewise, neither a completed CMP nor National Byway Designation would require any special assessments or local taxes. One of the benefits of national designation is the eligibility to apply for Federal Highways Administration transportation enhancement grant funding to improve features along the byway such as guest services, interpretation or safety related needs. A completed CMP also provides a platform to apply for many other grant funding opportunities related to visitor use and transportation needs along the byway corridor.